

2004 INSURV CHECKLIST for LHA/LHD Classes of Ships

The following is a list of possible deficiencies onboard LHA/LHD Class Ships. This is the basis to which INSURV will inspect; it is not necessarily an all-inclusive list.

PAPERWORK REQUIRED

1. Aviation Facility Coordinator Notebook, all documentation reflecting aviation certification. Reference COMNAVSURFORINST 3700.1.
 - a. Current copy of COMNAVFORINST 3700.1.
 - b. Current copy of applicable Facilities Bulletin.
 - c. Copy of latest ARQ results.
 - d. NAVAIR certification guidelines.
 - e. Last SAR evaluation.
 - f. AVCERT results message.
 - g. Testing Documentation.
 1. Safety Net Load Test.
 2. Pad eye Load Test.
 3. AFFF Analysis.
 4. AC/DC Load Bank.
 5. Flight Deck Sprinkling System Memo for landing area.
 6. JP-5 Storage Tank Inspection Memo.
 7. TACAN Certification.
 - h. Copies of current Aviation Facility CASREPs.
2. CSMP from all work centers that support equipment that comes under INSURV aviation cognizance.

INSPECTION AREAS

1. General Aviation Facilities
 - a. Flight Deck.
Nonskid.
(References - NSTM 634/631; GSO 634/631)
Safety Nets.
(References - AVNFACBUL-1 Series, NAVSEA DWG 803-5184097 REV B, NAVSEA DWG 803-5000902 REV B, NSTM 613, GSO 612, MIL-STD-1310 (Grounding))
Pad-eyes.
(References - AVNFACBUL-1 Series, GSO 588Q & 588U, PMS MIP-H 318, NAVSEA DWG 805-1916300, NAVSEA DWG 803-5959209, NAVSEA DWG 803-5959209)
Deck Drains.
(References – PMS)
 - b. Fire Fighting Equipment.
(References – PMS, AVFACBUL-1 Series, NAVAIR 00-80R-14, NSTM 555)

c. Aircraft Elevators.

(References - NSTM 588, GSO 588, NAVSEA 0383-LP-006-5000 CV61, NAVSEA SG818-KB-MMM-010 CV62, NAVSEA 0983-LP-001-1010 CV67, NAVSEA SG818-J8-MMA-010 LHD2, NAVSEA 0983-LP-001-0010, AVNFACBUL-1 Series)

d. Doors.

(References - NSTM 588, GSO 588, NAVSEA 0383-LP-006-5000 CV61, NAVSEA SG818-KB-MMM-010 CV62, NAVSEA 0983-LP-001-1010 CV67, NAVSEA SG818-J8-MMA-010 LHD2, NAVSEA 0983-LP-001-0010, AVNFACBUL-1 Series)

e. Flight Deck Control.

(References - AVNFACBUL-1 Series, GSO 588N (ACFT HDLG, HELO CONTROL STATION), GSO 432 (TELEPHONE SYSTEMS), GSO 433 (AMPLIFIED VOICE COMMS), GSO 512 (HVAC), GSO 512 (VENTILATION), GSO 514 (AIR CONDITIONING), GSO 532/588/625, PMS)

f. Aircraft Electrical Servicing System (AESS).

(References - NAVSEA S9314-DG-MMA-010, NAVSEA 0963-LP-036-8010, NAVSEA 0910-LP-325-4700, MIL-E-1399, AVIAFACBUL-1 Series, GSO 588, PMS, MIL-STD-1310)

g. Hangar.

(References - AVNFACBUL-1 Series, NAEC Class Drawing, NSTM/GSO 555 (EXTINGUISHERS), GSO 588Q, GSO 573G, PMS, GSO 551 (Compressed Air Systems), GSO 552 (Compressed Gas Systems), GSO 505 (Piping, General Requirements), MIL-STD 1399/106, AEL 2-830024025, NAEC AWS-91-859 (ACS AVIAFAC CERT REPORT), OPNAVINST 5100.19 Series, NAVAIR 00-80R-14, NAVAIR 00-80R-19, NSTM 634/631, GSO 634/631, GSO 588Q & 588U, PMS MIP-H 318, NAVSEA DRAWING 805-1916300. NAVSEA DRAWING 803-5959209)

h. Aviation Support Facilities.

(References - AVNFACBUL-1 Series, GSO 588Q, PMS, PMS MIP-H-318, NSTM 588)

i. Primary Flight Control.

(References - AVNFACBUL-1 Series, GSO 588)

2. Visual Landing Aids (VLA):

a. Flight/hangar deck markings.

(References - NSTM 588/631, GSO 588/631, AVNFACBUL-1 Series)

b. Flight deck light fixtures

(References - AVNFACBUL-1 Series, NAVAIR 51-50AAA-1, NAVAIR 51-50AAA-2, NAVAIR 51-50AAA-3, PMS, NAVAIR AD-400A-OMP-125, NAVAIR 51-50ABA-1, NAVAIR 51-50ABA-2, NAVAIR 51-50ABA-3)

c. Inspect all flight deck lights and conduct flight deck lighting demonstration in the dark.

(References - AVNFACBUL-1 Series, NAVAIR 51-50AAA-1, NAVAIR 51-50AAA-2, NAVAIR 51-50AAA-3, PMS, NAVAIR 51-50ABA-1, NAVAIR 51-50ABA-2, NAVAIR 51-50ABA-3, GSO588Q)

3. Aviation Equipment:

a. AEL (2-330075180) deficiencies.

b. Mk1 Life Preservers.

(References - PMS MIP 5832, AEL 2-330075180, NAVSEA 240319Z APR96)

c. Cranial Helmets.

(References - NAVAIR 13-1-6/7, NWP 3-04.1, AVNFACBUL-1 Series, AEL 2-330075180)

d. Signal Wands.

(References – AVFACBUL-1)

e. TD-1A/B Tie-down Chains.

(References - AVNFACBUL-1 Series, PMS)

f. NWC-4 Aircraft Chocks.

(References - AVNFACBUL-1 Series, PMS)

4. Crash & Salvage:

a. Inspect all Crash and Salvage equipment as required.

(References - NAVAIR-00-80R-14, NAVAIR 00-80R-19, AEL 2-830024048, AEL 2-830024032, AEL 2-830024001, PMS, AVFACBUL 1 Series)

b. Crash and Rescue Kit -components missing/rusted/neglected.

(References - NAVAIR-00-80R-14, AVNFACBUL-1 Series, AEL 2-830024048, AEL 2-830024001, PMS)

c. Proximity Suits -deteriorated, poor handling/storage.

(References - NAVAIR 00-80R-14, PMS, AEL 2-830024032, AVIAFACBUL-1 Series)

d. Fire Fighting Equipment.

(References – PMS, AVFACBUL-1 Series, NAVAIR 00-80R-14, NSTM 555)

AVIATION DEFICIENCY LIST:

1. General Aviation Facilities.

a. Flight Deck.

- ❑ Bomb Jettison Ramps.
 - Free of corrosion/deterioration.
 - Marked properly.
 - Safety pins installed.
 - Safety stanchions installed (inport).
- ❑ Catwalks.
 - Free of corrosion/deterioration.
 - No loose or dangling electrical wires/deck end cables.
 - Properly secured.
 - All equipment labeled.
 - Labels are not painted over.
 - Electrical boxes covers installed.
 - All wire bundles supported.
 - No metal tags on electrical wires.
 - Ladders properly installed.
 - Ladder safety pins installed.
 - Ladder treads free of deterioration/grease.
 - Ladder top safety stanchions installed.
- ❑ Engine Run-Up Fittings.
 - Free of corrosion/deterioration.
 - Free of water/debris.
 - Load test data available.
- ❑ Wheel Stops.
 - Free of corrosion/deterioration/deformation.
 - Marked properly.
 - Safety pins installed. (As required)
- ❑ Nonskid.
 - Profile. (A pattern of peaks and ridges shall be continuous and reasonably uniform, peaks and ridges shall be in the same direction approximately 1/2 to 1 inches apart, and 1/16 to 3/32 inches high.)
 - Aggregate presents a rough uniformly coarse appearance over the entire surface with no loosely bound clumps of particles.
 - Free of rust bleed through.
 - Free of chipping, flaking or delaminating.
 - Free of oil/grease/petroleum products
 - No over-coating with unauthorized materials.

- Deck markings are in accordance with NAEC Drawings.
- Safety Nets.
 - All areas of the flight deck are covered by safety nets or lifelines.
 - Gaps between net frames and adjacent net frame/ships structure along a straight deck edge do not exceed five (5) inches when the nets were in the raised or lowered positions.
 - Gaps between net frames and adjacent net frame/ships structure along a curved deck edge do not exceed five (5) inches between adjacent frames at the deck edge and/or eight (8) inches at the outboard edge of the net frames when the nets were in the lowered position.
 - Filler pipes installed between the bottom edge of the safety net frame and the ship's hull/deck edge, consequently, gaps between the net frame and ship's hull do not exceed five (5) inches.
 - Non-corrosion resistant steel net frames (used in conjunction with cress net webbing) treated with metal-sprayed aluminum and sealed using a low temperature sealant.
 - Lifelines/life rails/bulwarks/safety nets extended a minimum of 36 inches above deck level where safety nets are installed adjacent to bulwarks, lifelines or life rails.
 - Safety nets overlap the area protected by bulwark, lifeline, or life rail by three (3) feet, the vertical space between the end of the lowered safety net and the bulwark, lifeline, or life rail lacked an end filler net.
 - Safety nets were grounded IAW MIL-STD-1310.
 - _____ of _____ grounding straps were broken/missing.
 - _____ net frame pendant's (cables) kinked/cocked/ have broken strands.
 - _____ of _____ net frame pendant sets/pairs fail to share the net frame load.
 - Shackles correct type/size.
 - NAVSEA safety net drawings require 5/8 inch diameter CRES shackles.
 - Net frame attaching hardware (pendant cables, thimbles, swage fittings, turnbuckles, quick-release fittings, shackles, washers, nuts/bolts), are not CRES material or were the wrong grade CRES material required by current NAVSEA drawings.
 - Shackles properly secured.
 - Shackles locknuts/properly installed cotter keys/or(for screw pin type shackles) are seized properly.
 - Net frame hinge assembly bolts properly secured.
 - Hinge bolts locknuts and/or nuts and properly installed cotter keys.
 - Safety nets can secured in the vertical/raised position:
 - Latch assembly paws installed and free of deformation.
 - Latch staples installed and free of deformation.
 - Net frames properly aligned and free of deformation.
 - Latch toggle pins installed and free of deformation.
 - Quick release hook provided where the capability to drop hinged nets below the outboard position is required.

- Inspect flight deck safety nets had the following webbing, margin and/or lashing rope deficiencies:
 - CRES net webbing is not too taught.
 - CRES net webbing is sized two (2) inches larger than the net frame in length and width to afford the proper amount of sag from its own weight when properly/securely lashed to the frame.
 - The gap between the webbing's margin rope and net frame does not exceed 2 1/2 inches following load testing, and/or the lashing rope is properly secured/ended.
 - CRES filler net webbing properly lashed.
 - The lashing rope is not loose/slacked.
 - Slack measured between the filler net's margin rope and the closest point of the frame does not exceed one (1) inch.
 - Anti-chafing bars along the deck edge provided.
 - CRES net webbing margin ropes; 5/16 inch diameter wire rope material.
 - CRES net webbing lashing ropes; 3/16 inch diameter wire rope material.
- Net weight test.
 - Flight deck safety nets required weight/load testing (3 yrs CRES).
 - Load test documentation provided.
- Pad-eyes.
 - Cloverleaf type tie-downs:
 - Tie-downs are not deteriorated/corroded/deformed/cracked.
 - Tie-downs free of dirt/debris/sediment/grit/shot/salt deposits/FOD.
 - Pull test data/documentation provided.
 - Cross-bar type tie-downs:
 - Tie-downs pass the go/no-go test; are not deteriorated to less than the minimum acceptable (go/no-go) diameter of 7/16 inch.
 - Tie-downs are not deteriorated/corroded/ deformed/cracked.
 - Bimetallic corrosion is not present around steel tie-down fittings in the aluminum flight deck.
 - Tie-downs free of dirt/debris/sediment/grit/shot/salt deposits/FOD.
 - Tie-down fittings pull test data/documentation provided.
- Deck Drains.
 - _____ of _____ drains/drain pipes clogged/standing water.
 - Drain troughs rusted through in _____ places.
 - _____ of _____ drain covers/screens/grates missing/improperly secured.
- b. Fire Fighting Equipment.
 - AFFF Hose Stations.
 - Wheel stop/deck markings correct.
 - Correct hoses installed at stations.

- Hoses.
 - Free of corrosion/deterioration.
 - Hydrostatic test dates current and installed.
 - Correct length of hose installed.
- Nozzles.
 - Free of corrosion/deterioration/deformation.
 - Proper vari-nozzle installed.
 - 1 ½“ hose – 125 gpm
 - 2 ½” hose – 250 gpm
- Hand crank installed.
- Spanner wrenches installed.
- Operating instruction placards installed.
- Free of corrosion/deterioration/deformation.
- PMS documentation.
- Operate freely.
- Tensioning knob operates correctly.
- Sound Powered Telephones.
 - Operative.
 - Junction box housing/bracket free of corrosion and damage.
 - Junction box headset connection free of corrosion and deterioration.
 - Protective cap installed and operates properly.
 - Junction box headset installed.
 - Door latch free of damage and operates properly.
 - Control box handset install.
- Saltwater Stations.
 - Free of corrosion/deterioration/deformation.
 - PMS documentation.
 - Fire station inventory installed/clearly visible.
 - Hoses.
 - Free of corrosion/deterioration.
 - Hydrostatic test dates current and installed.
 - Nozzles.
 - Free of corrosion/deterioration/deformation.
- Portable Fire Extinguishers.
 - One 15 lb CO2 and one 18 lb PKP extinguisher for each foam outlet station serving landing.
 - Landing area CO2 extinguishers have permanently fitted 5 ft insulated extension pipes installed.
 - Weather deck extinguishers tags removed. (FOD hazard to aircraft and personnel.)
 - Free of corrosion/deterioration/deformation.

c. Aircraft Elevators.

- ❑ Aircraft Elevator Platform, Control Station, Gallery Deck.
 - Gallery deck control station material condition satisfactory.
 - Control console clean and free of corrosion/deterioration.
 - Knobs/switches installed and free of deterioration/deformation.
 - Inspect the following gallery deck control console indicator lights for operation:
 - Control energized.
 - Platform up/down.
 - Platform Locked.
 - Platform unlocked.
 - Stanchion motor run.
 - Manual operation.
 - Ensure the following diagrams are posted:
 - Lubrication diagram.
 - Machinery space normal & emergency operating procedures.
 - Machinery space hydraulic schematic.
 - Machinery space valve alignment chart.
 - Machinery space air charging station operation instruction and valve alignment chart.
 - Micron filter operating and blowdown procedures.
 - Gallery deck control station operation instruction.
 - Gallery deck control station manual lock operation instructions.
- ❑ Aircraft Elevator Platform, Safety Equipment.
 - Safety nets were installed/free of deterioration.
 - Tie-down fittings are free of corrosion/deterioration/deformation.
 - Platform has sufficient nonskid.
 - Nonskid profile sufficient.
 - Nonskid free of chipping/flaking.
 - Deck markings are not obscured.
- ❑ Aircraft Elevator Stanchions, Flight Deck.
 - Fwd/aft stanchion bank can be raised/lowered electrically.
 - Fwd/aft stanchion bank can be raised/lowered manually.
 - Fwd/aft stanchion bank stop button operative.
 - Fwd/aft stanchion bank manual operation hand-crank safety interlock switch operative.
 - Fwd/aft stanchion bank position limit switch operative.
 - Fwd/aft bank stanchions caps installed.
 - Stanchion deck seals are free of deterioration, and do not allow water to drain into the machinery space below.
 - Fwd/aft stanchion bank wire rope is free of wear/fraying/breaks/slack/ properly lubricated.

d. Doors.

- ❑ Door, Flight Deck Ramp Access.
 - Installed.
 - Operative.
 - Darken-ship circuitry operative.
 - Free of corrosion.
 - Chain is free of excessive slack.
- ❑ Door, Ramp/Island, Roller Curtain.
 - Installed.
 - Operative.
 - Darken-ship circuitry operative.
 - Free of corrosion.

e. Flight Deck Control.

- ❑ Flight Deck, Flight Deck Control.
 - Dial telephone/IVCS installed/operative.
 - 5MC microphone installed/operative.
 - 1MC speaker installed/operative.
 - Man-on-the move (MOM) communication circuit operative.
 - Identification name plates or engraving for control panel switches, switch position installed.
 - Status board internal red/white/NVD light operate.
 - 21MC operative/installed.
 - Internal lights operate.
 - Sound powered phone circuits operative.
 - Overhead light fixture lamps operates properly.
 - White/red/NVD operates properly.
 - Compartment ventilation operates properly.
 - System has sufficient volume/flow.
 - Ductwork in place and free of damage.
 - Supply/exhaust screen/grates were in place and clean.
 - Overhead cooling unit operates properly.
 - Unit has sufficient volume/flow.
 - Motor/blower quiet.
 - Cooling unit and chilled water supply lines have proper lagging.
 - Cooling unit and chilled water supply lines do not drip condensation on the deck/electronic equipment.
 - Lagging in good condition.
 - Desk/writing surface intact and firm.
 - Hinges in good condition.
 - Desk/writing surface light operates properly.
 - Compartment is clean and free of trash/gear adrift.
 - Darken-ship switch installed and operates properly.

- Battle lantern installed and operates properly.
 - Installed windows made of proper MILSPEC glass.
 - Window wipers/washer operative.
 - Windows free of scratches/cracks/leaks/overspray/spots of paint.
 - Window wipers and speed control function operate properly.
 - Wiper motors operate smoothly and quietly.
 - Wipers free of deterioration/bends/corrosion.
 - Wiper arms and blades installed.
 - Wiper blades contact window glass.
 - Wipers sweep properly.
 - Wipers do not strike window frame and make full stroke.
 - Wipers park function operates properly.
 - Wiper arm heaters are installed and operate properly.
 - Window washer control solenoids operate when activated/deactivated.
 - Window washer system piping secure and properly preserved.
- Flight Deck Control Lighting Control Panel.
- Updated to latest NAVSEA drawing.
 - Knobs installed securely.
 - Controls labeled.
 - Panel illumination operative.
- UHF Junction/Control Box.
- Junction box housing/bracket free of corrosion and damage.
 - Junction box headset connection free of corrosion and deterioration.
 - Protective cap installed and operates properly.
 - Volume control operates properly.
 - Junction box headset installed.
 - Door latch free of damage and operates properly.
 - Control box handset install.

f. Aircraft Electrical Servicing System (AESS).

Inspect the electrical and material condition of 400HZ and 28VDC AESS Stations and their associated utility receptacles.

- ❑ AESS, 28 VDC, Electrical Service.
 - 28 Volt DC service system operates properly.
 - Provides the required 24-29 volts DC, (measured:_____ volts DC).
 - Required load test current/provided.
 - Power cable was free of damage, abrasions and/or nicks.
 - Shorting pin at cable head activates the protective relay.
- ❑ 28 VDC rectifier.
 - Cover installed and free of damage.
 - Foundation corrosion free.
 - Voltmeter operates properly.
 - Ammeter operates properly.
 - Status light operates properly.
 - Pushbutton rubber covers installed and free of damage.
- ❑ Electrical junction/connection box.
 - Good condition (Free of damage/deformation).
 - No Corrosion.
 - Watertight.
- ❑ AESS, 400 HZ, Electrical Service.
 - AESS, 400HZ, available load monitors are operative at all stations.
 - AESS, 400HZ, Provide current load bank test documentation for all Aircraft Electrical Servicing System (AESS) Stations.
 - Aircraft Electrical Servicing System (AESS), Line Voltage Regulators (LVR), "DANGER HIGH VOLTAGE" placards installed.
 - 400HZ Aircraft Electrical Servicing System (AESS) motor operated circuit breakers operate properly.
 - Neutral phase grounded at all Aircraft Electrical Servicing System (AESS) stations.
 - Phase rotation correct at all Aircraft Electrical Servicing System (AESS) stations.
 - 400HZ Aircraft Electrical Servicing System (AESS) transformers operate properly.
- ❑ AESS, 400HZ, Voltage Output.
 - Aircraft Electrical Service System (AESS) voltage output within acceptable/required limits (113-118 volts) under full load.
 - Port/STBD hangar service station operative.
 - Available load monitors installed.
 - Available load monitor secures power to the station within the required 5-6 sec time delay.

- Power cables free of damage, abrasions/chafing/nicks.
- Power cable head contacts free of corrosion/deformation.
- Electrical connection/junction box free of corrosion/deformation corrosion/ watertight.
- Required 36 month load bank test data available and current.

- ❑ AECS, Cable Bin/Enclosure Condition.
 - Cable bin free of corrosion/holes.
 - Cable bin free of standing water/dirt/debris.
 - Deck hatch latching devices are not broken/difficult to operate.
 - Cable rollers free of corrosion/operate freely.
 - Cable bin drains are not clogged.

- ❑ AECS, Cable Head Connection.
 - Cables properly connected to the cable heads.
 - Power cable head sockets free of corrosion/deformation.
 - Portable cables free of nicks/cuts/abrasions/twists/damage.
 - Cables properly connected to their junction/connection boxes.
 - Cable head sockets not loose.

- ❑ AECS, Push Button Stations.
 - PBS rubber covers in place and free of damage.
 - PBS switches properly mounted.
 - PBS switches operate properly.
 - Power indicating lamps properly labeled.
 - Power indicating lamps in place and free of damage.
 - Power indicating lamps properly mounted.
 - Power indicating lamps operate properly.
 - AECS properly labeled.

- ❑ AECS, 450V, Performance
 - Inspect the 450V (30/100 amp) power receptacles:
 - Phase voltage correct.
 - Resistance (ohm) readings phase to phase or phase to ground are correct.

g. Hangar.

- ❑ Hangar Bulkhead Markings are in accordance with NAEC Drawings.
- ❑ Hangar Deck Nonskid.
 - Profile. (A pattern of peaks and ridges shall be continuous and reasonably uniform, peaks and ridges shall be in the same direction approximately 1/2 to 1 inches apart, and 1/16 to 3/32 inches high.)
 - Aggregate presents a rough uniformly coarse appearance over the entire surface with no loosely bound clumps of particles.
 - Free of rust bleed through.
 - Free of chipping, flaking or delaminating.
 - Free of oil/grease/petroleum products
 - Free of over-coating with an unauthorized material.
 - Deck markings are in accordance with NAEC Drawings.
- ❑ Pad-eyes
 - Hangar deck cloverleaf type tie-downs:
 - Tie-downs are not deteriorated/corroded/ deformed/cracked.
 - Tie-downs free of dirt/debris/sediment/grit/shot/salt deposits/FOD.
 - Pull test data/documentation provided.
 - Hangar deck cross-bar type tie-downs:
 - Tie-downs pass the go/no-go test; are not deteriorated to less than the minimum acceptable (go/no-go) diameter of 7/16 inch.
 - Tie-downs are not deteriorated/corroded/ deformed/cracked.
 - Bimetallic corrosion is not present around steel tie-down fittings in the aluminum deck.
 - Tie-downs free of dirt/debris/sediment/grit/shot/salt deposits/FOD.
 - Tie-down fittings pull test data/documentation provided.
- ❑ Deck Drains.
 - Drains free of clogs/ standing water.
 - Drain covers/screens/grates installed and properly secured.
- ❑ AFFF Hose Stations.
 - Bulkhead/deck markings correct.
 - Correct hoses installed at stations.
 - Hoses.
 - Free of corrosion/deterioration.
 - Hydrostatic test dates current and installed.
 - Correct length of hose installed.
 - Nozzles.
 - Free of corrosion/deterioration/deformation.
 - Proper vari-nozzle installed.
 - 1 1/2" hose – 125 gpm
 - 2 1/2" hose – 250 gpm

- Hand crank installed.
- Spanner wrenches installed.
- Operating instruction placards installed.
- Free of corrosion/deterioration/deformation.
- PMS documentation.
- Operate freely.
- Tensioning knob operates correctly.
- Sound Powered Telephones.
 - Operative.
 - Junction box housing/bracket free of corrosion and damage.
 - Junction box headset connection free of corrosion and deterioration.
 - Protective cap installed and operates properly.
 - Junction box headset installed.
 - Door latch free of damage and operates properly.
 - Control box handset install.
- Saltwater Stations.
 - Free of corrosion/deterioration/deformation.
 - PMS documentation.
 - Fire station inventory installed/clearly visible.
 - Hoses.
 - Free of corrosion/deterioration.
 - Hydrostatic test dates current and installed.
 - Nozzles.
 - Free of corrosion/deterioration/deformation.
- Portable Fire Extinguishers.
 - One 15 lb CO2 and one 18 lb PKP extinguisher for each foam outlet station.
 - One CO2 extinguishers has permanently fitted 5 ft insulated extension pipes installed.
 - Weather deck extinguishers tags removed. (FOD hazard to aircraft and personnel.)
 - Free of corrosion/deterioration/deformation.
 - Two 15 lb CO2 and two 18 lb PKP extinguishers mounted for each hangar/parking area.
- Aircraft Freshwater Wash-Down Provisions/Facilities.
 - Freshwater wash provisions, required for class 1 certification provided.
 - Installed facilities operative.
 - Facilities are accessible to the landing and hangar/parking area.
 - Sufficient length of hose provided.
 - Facilities stop check and vacuum breaker back-flow preventers installed upstream to downstream.
 - Hose adaptor available.
 - A hose stowage rack provided.

- A warning plate/sign with 1" red letters stating "HOSE SHALL BE DISCONNECTED WHEN NOT IN USE" was not posted.
- Wash-down hose provided and in good condition
- Hangar, General Material Condition.
 - Electrical wiring was free of deterioration/abrasions/nicks/cuts/breaks.
 - Supply/exhaust ventilation system operational/duct work installed and undamaged.
 - ___ of ___ exhaust vent duct screens installed and free of dirt/holes.
 - Ventilation ducts properly identified.
 - ___ of ___ deck drains free of dirt/debris/clogs.
 - ___ of ___ deck drains grates/screens installed.
 - Bulkhead/deck paint free of deterioration/chipping/flaking.
 - Primer is not showing through the topcoat.
 - Lagging is installed and free of deterioration/crushing/tears.
 - Hangar is clean and free of debris and trash.
 - No loose or discarded gear/materials and equipment adrift/abandoned.
 - Doors, hatches and scuttles opening onto the aircraft operating area properly labeled with a notice posted similar to the following:
"WARNING: DO NOT OPEN DURING FLIGHT QUARTERS WITHOUT THE PERMISSION OF THE HELO CONTROL OFFICER EXCEPT FOR EMERGENCY EXIT. THERE IS AN AIRCRAFT OPERATING AREA OUTSIDE THIS HATCH."
- Hangar Overhead Hoists.
 - Bridge crane carriage traverses fwd/aft/stbd/port.
 - Bridge crane/monorail trolley traverses stbd/port/fwd/aft.
 - Bridge crane/monorail lifting hook runs up/down/(both).
 - Bridge crane rails/monorail track fixed end stops installed.
 - Bridge crane/monorail trolley manual chain-operated quick-acting track clamps (brakes) engage/disengage, securely hold an unloaded hoist or bridge crane with hoist on a 30 degree incline
 - Hoist properly stowed
 - Chains/trolley properly secured.
 - Working load, max load, and weight test data plates/labels installed.
 - Operating instructions posted.
 - Bridge crane/monorail current weight test documentation available.
 - Lifting hook is free of deformations/cracks.
 - Lifting wire is free of corrosion/kinks/broken strands.
- Hangar, Low Pressure (125 PSI), Compressed Air Station.
 - LP air stations Class 1 Certification provided.
 - LP air station connected/operational.
 - Free of leaks.
 - Pipes were loose, had broken/missing hanger/supports.
 - Required components installed and free of damage.

- Air drier
 - Pressure regulator
 - Hose outlet valve
 - Sufficient length of 3/8 inch hose
 - Adapters.
 - Hose provided is rated for 1,800 psi service.
 - Pressure gauge was installed and free of damage.
- Hangar, Compressed Nitrogen Service Facilities.
- Minimum two (2) nitrogen cylinders required for Class 1 Certification of H-1/2/3/46/53/65 provided.
 - Minimum three (3) total nitrogen cylinders required for Class 1 Certification of an H-60B provided.
 - Minimum of eight (8) total nitrogen cylinders required for Class 1 Certification of an H-60B, provided. (In the event that an installed 1,250 PSI compressed air or nitrogen system is not provided.)
 - Stowage space and securing provisions for the nitrogen servicing hand truck (A/M 34 M-2), required for Class 1 Certification in or near the hangar provided.
 - 120 PSI compressed air system/station required to support the nitrogen servicing hand truck (A/M 34 M-2) provided.
- Conflagration Station.
- Provides a clear view of the hangar.
 - Controls for hangar bay sprinkler operative/installed/labeled.
 - Controls for aircraft elevator door operative/installed/labeled.
 - Controls for weapons elevator sprinklers operative/installed/labeled.
 - Dial telephone/IVCS installed/operative.
 - 3MC microphone installed/operative.
 - 1MC/3MC/5MC speaker installed/operative.
 - Man-on-the move (MOM) communication circuit operative.
 - Identification name plates or engraving for control panel switches, switch position installed.
 - Status board internal red/white/NVD light operate.
 - 21/24MC/ operative/installed.
 - Internal lights operate.
 - Sound powered phone circuits operative.
 - Overhead light fixture lamps operates properly.
 - White/red/NVD operates properly.
 - Compartment ventilation operates properly.
 - System has sufficient volume/flow.
 - Ductwork in place and free of damage.
 - Supply/exhaust screen/grates were in place and clean.
 - Overhead cooling unit operates properly.
 - Unit has sufficient volume/flow.
 - Motor/blower quiet.

- Cooling unit and chilled water supply lines have proper lagging.
 - Cooling unit and chilled water supply lines do not drip condensation on the deck/electronic equipment.
 - Lagging in good condition.
 - Desk/writing surface intact and firm.
 - Hinges in good condition.
 - Desk/writing surface light operates properly.
 - Compartment is clean and free of trash/gear adrift.
 - Darken-ship switch installed and operates properly.
 - Battle lantern installed and operates properly.
 - Battle lantern directed at the emergency exit.
 - Installed windows made of proper MILSPEC glass.
 - Windows free of scratches/cracks/leaks/overspray/spots of paint.
- Hangar Overhead Lights
- ____ of ____ white light fixtures bulbs inoperative.
 - ____ of ____ amber light fixtures bulbs inoperative.
 - Hangar area darken-ship switch(es) inoperative/damaged/defeated at the following locations: _____.
- Aircraft Elevator Platform, Control Station, Hangar Deck.
- Hangar deck control station pedestal in satisfactory material condition.
 - Control console clean and free of corrosion/deterioration.
 - Knobs/switches installed and free of deterioration./deformation.
 - Inspect the following hangar deck control console indicator lights for operation:
 - Pump power available.
 - Accumulators charged.
 - Platform up/down.
 - Platform locked.
 - Platform unlocked.
 - Stanchion motor run.
 - Suspend operation.
 - Control energized.
 - Ensure the following diagrams are posted:
 - Lubrication diagram.
 - Machinery space normal & emergency operating procedures.
 - Machinery space hydraulic schematic.
 - Machinery space valve alignment chart.
 - Machinery space air charging station operation instruction and valve alignment chart.
 - Micron filter operating and blowdown procedures.
 - Hangar deck control station normal & emergency operation instructions.

- ❑ Aircraft Elevator Stanchions, Hangar Deck.
 - Stanchions can be raised/lowered electrically.
 - Stanchions can be raised/lowered manually.
 - Stanchion stop button operative.
 - Stanchion manual operation handcrank safety interlock switch operative.
 - Stanchion position limit switch operative.
 - Stanchion deck seals are free of deterioration, and do not allow water to drain into the machinery space below.
 - Stanchion wire rope is free of wear/fraying/breaks/slack/ properly lubricated.
 - Stanchions caps installed.

- ❑ Aircraft Elevator Deck Edge Door, Emergency Operating Rig.
 - Ship's force equipped with the ACE deck edge door emergency operating rig.
 - Emergency operating rig onboard.

- ❑ Aircraft Elevator Deck Edge Door, Operation/Control Station.
 - Door operates (open/close) electrically.
 - Door operates within required duty cycle times
 - Door operated in ____ sec vice ____ sec.
 - Door warning bell operates properly.
 - Warning bell sounds continuously during door operation, bell sound intensity is adequate.
 - Local inboard control for door open operative.
 - Local inboard control for door close operative.
 - Local inboard control for door stop operative.
 - Local outboard control for door open operative.
 - Local outboard control for door close operative.
 - Local outboard control for door stop operative.
 - Remote (conflag) control for door open operative.
 - Remote (conflag) control for door close operative.
 - Remote (conflag) control for door stop operative.
 - 3MC microphone control station operative.
 - 1MC speaker operative/installed.
 - IVCS/dial telephone operative/installed.
 - Controls and equipment clearly identified with nameplates/engraving.

- ❑ Aircraft Elevator Deck Edge Door, Panel Lockbar/Assembly.
 - Door panel locks can be engaged/disengaged (extended/retracted) electrically.
 - Door panel locks can be engaged/disengaged manually.
 - Door panel lock assemblies free of rust/deterioration, properly lubricated.
 - Actuating wire rope has correct tension adjustment and is free of wear/deterioration/fraying/breaks, excessive slack.

- ❑ Aircraft Elevator Deck Edge Door, Panel Weatherseal.
 - Inboard panel edge weatherseal is free of deterioration/wear/tears.
 - Outboard panel edge weatherseal is free of deterioration/wear/tears.
- ❑ Aircraft Elevator Deck Edge Door, Placards.
 - Inspect the ACE deck edge door for the following required instruction placards:
 - Normal operation at the local control station.
 - Emergency operation at the local control station.
 - Emergency operation rigging diagram.
 - Lubrication chart.
- ❑ Door, Ramp/ Roller Curtain.
 - Installed.
 - Operative.
 - Darken-ship circuitry operative.
 - Free of corrosion

h. Aviation Support Facilities.

- ❑ AV-8 De-mineralized Water.
 - Provided/operative at station .
 - Had only ____ of three required hose outlets.
 - Flight and hangar deck outlets have 150-foot lengths of hose attached.
 - Flight and hangar deck outlets capable of delivering water at a minimum rate of 5 to 10 gallons per minute.
 - Alarm panel meters calibrated/audible alarm operative.
 - Flight and hangar deck outlets have proper identification.
 - Flight and hangar deck outlets deliver water not exceeding 10 parts per million (ppm) in salinity

- ❑ Aviation Office.
 - ____ of ____ (white/red) overhead light fixtures lamps inoperative.
 - Lagging at: _____, deteriorated/torn/crushed/ missing.
 - Lagging at: _____, in a high wear/use area requires protective stainless steel flashing.
 - Compartment ventilation operative.
 - System has sufficient volume/flow.
 - Supply/exhaust screens/grates installed and free of dirt/clogs.
 - Overhead cooling unit operative.
 - Ductwork installed free of damage.
 - Motor/blower is not noisy.
 - Intake/exhaust grates and the unit's filter free of dirt/clogs.
 - Drain pan/line free of leaks, drain line is not clogged.
 - Cooling unit and its chilled water supply line:
 - Free of deterioration/tears.
 - Has sufficient lagging.
 - Does not drip condensation on the deck/onto electronic equipment.
 - Two serviceable desks, two book racks, and two serviceable file cabinets installed required for Class 1 Certification of an H-60B.
 - Electrical outlets free of damage/operative.
 - Compartment clean and free of trash/debris.
 - Darken-ship switch operative.
 - Battle lantern was operative/installed.

- ❑ Aviation Workshop.
 - ____ of ____ (white/red) overhead light fixtures lamps inoperative.
 - Serviceable workbench installed with all drawers, doors and handles.
 - Nonskid deck free of wear/flaking.
 - Vise installed/provided.
 - Grinder installed.
 - Vidmar/storage cabinets installed with all drawers, doors and handles.
 - LP air station (including drier/regulator/hose) installed/provided.
 - 115 Volt, 60 HZ electrical outlets operative/installed/provided.

- Locker for storage of flammable materials installed/provided.
 - Electronic workbench has no exposed metal fasteners/drawer faces.
 - Electronic workbench 28 VDC/400 HZ outlets provided/operative.
 - Compartment clean and free of trash/debris.
 - Darken-ship switch operative.
 - Battle lantern installed and operative.
- Ready Room.
- _____ of _____ (white/red) overhead light fixtures lamps inoperative.
 - Status boards installed, operative and free of damage.
 - _____ of _____ chairs damaged/not anchored.
 - Chalk boards are not broken.
 - 19MC/28MC/58MC units installed/operative.
 - 1MC speaker installed/operative.
 - Battle lantern installed and operative.
 - Deck is free of rust/deterioration.
- i. Primary Flight Control.
- Pri-Fly.
- _____ of _____ (white/red) overhead light fixtures lamps inoperative.
 - NVD lighting fixtures installed/operative.
 - 3MC announcing system operative.
 - Ship service telephone operative.
 - Fight/crash alarm operative.
 - 5MC operative.
 - 19MC/21MC/24MC operative.
 - Sound power phone communication provided to all necessary stations/locations.
 - Wind, pitch, roll, inclinometer indicators operative/operative red/NVD indicator lights.
 - Controls for catwalk emergency lighting installed/operative.
 - Air conditioning operative/adequate.
 - Status boards backlighting operative/ free of cracks.
 - Relay operated battle lanterns were installed/operative to illuminate emergency switches and panels (lights, gear, etc).
 - Windows correct MILSPEC.
 - Windows free of cracks, scratches.
 - Window heaters operative.
 - Window wipers inoperative.
 - Wiper blades free of wear/deterioration.
 - Wiper blades installed.
 - Wiper arms contact the window.
 - On/off switch/speed controller operative.
 - Washers system operative.
 - Washer nozzles free of clogs.

- ❑ Communications, MOM System.
 - _____ of _____ units inoperative.
 - No receiver speaker for net(s) #_____, #_____ installed in the Crash and Salvage Locker, Av-Fuels lockers, _____, _____.
 - Dead spots on the flight deck at _____.

- ❑ Primary Lighting Control Panel.
 - Updated to latest NAVSEA drawing.
 - Knobs installed securely.
 - Controls labeled.
 - Panel illumination operative.
 - Operative.

- ❑ Wind System
 - System certified/certification current.
 - System wind speed/direction signal accurate throughout the ship.
 - Helo control station wind direction/speed repeater accurate/operative.
 - LSO control station wind direction/speed repeater accurate/operative.
 - Pri-Fly wind direction/speed repeater accurate/operative.

- ❑ UHF Junction/Control Box.
 - Junction box housing/bracket free of corrosion and damage.
 - Junction box headset connection free of corrosion and deterioration.
 - Protective cap installed and operates properly.
 - Volume control operates properly.
 - Junction box headset installed.
 - Door latch free of damage and operates properly.
 - Control box handset install.

2. Visual Landing Aids (VLA).

a. Flight/hangar deck markings.

- ☐ Installed with correct dimensions/adequate clearance-and IAW ship's VLA marking/drawings. (See AVFACBUL 1, Table 3)
- ☐ Not faded/worn thin, or showing grey nonskid showed through the topcoat.
- ☐ Clean and free of contamination from petroleum products.
- ☐ Painted with approved topcoat material. (Not enamel)
- ☐ Not over-coated with unauthorized material.
- ☐ Flight deck edge markings for CO2 bottles/PKP bottles/AFFF stations/saltwater outlets and HESS stations are:
 - ☐ Properly Marked.
 - ☐ Not Faded.

b. Flight deck light fixtures.

Deteriorated/corroded/inoperative, tech manual/PMS compliance.

- ☐ AV-8 Cut Lights
 - ☐ Cut light system operative.
 - ☐ System controls at the master control panel vary light intensity from blackout to full intensity.
 - ☐ ___ of ___ lights operative.
 - ☐ ___ of ___ wave-off light fixtures corroded.
 - ☐ ___ of ___ green light filters cracked/lack safety wire/missing.
- ☐ AV-8 Hover Position Indicator
 - ☐ Operative.
 - ☐ ___ lamps installed/operative.
 - ☐ ___ lenses installed.
 - ☐ Panel lamps installed/operative.
 - ☐ Lamps dim from full bright to full blackout.
- ☐ AV-8 Nozzle Rotation Lights
 - ☐ Operative.
 - ☐ ___ of ___ operative.
 - ☐ No loose/missing hardware.
 - ☐ No paint/FOD on the lens.
 - ☐ Covers have no loose/missing bolts.
 - ☐ Reflectors installed.
 - ☐ Dim from full bright to full blackout.

- ❑ AV-8 OLS.
 - _____ of _____ operative.
 - No loose/missing hardware.
 - No paint/FOD on the lens.
 - Covers have no loose/missing bolts.
 - Reflectors installed.
 - Dim from full bright to full blackout.

- ❑ AV-8 Port Edge Lights.
 - _____ of _____ operative.
 - No loose/missing hardware.
 - Covers have no loose/missing bolts.
 - Dim from full bright to full blackout.
 - Foundations are free of rust.

- ❑ AV-8 Tramline Lights.
 - _____ of _____ operative.
 - No loose/missing hardware.
 - No paint/FOD on the lens.
 - Covers have no loose/missing bolts.
 - Reflectors installed.
 - Dim from full bright to full blackout.

- ❑ Blue Obstruction Lights.
 - _____ of _____ fixtures operative.
 - Brass shock mounts are utilized.
 - _____ of _____ fixtures have the correct brass type shock mounts.
 - _____ of _____ corroded shock mounts.
 - _____ of _____ fixtures with the proper 120 volt, 50 watt, rough service type bulbs.
 - _____ of _____ fixtures with the proper blue globes.

- ❑ Blue Perimeter Deck Edge Lights.
 - _____ of _____ light fixtures operative.
 - _____ of _____ light fixtures have the correct 120volt, 100 watt type bulbs.
 - System controls vary light intensity from full bright to full blackout.
 - _____ of _____ fixtures have the correct type brass shock.
 - Brass shock mounts were utilized.
 - _____ of _____ fixtures had corroded shock mounts.
 - _____ of _____ fixtures lacked the correct type/color globes (aviation blue globes).
 - _____ of _____ fixture mounting brackets were corroded/damaged.
 - _____ of _____ fixture globes were dirty/cracked/missing/had paint overspray.

- Light fixture wiring was cut/abraded at _____.
- ❑ Deck Surface Floods.
 - _____ of _____ lamps operative.
 - _____ of _____ lamps correct type (cool beam).
 - _____ of _____ blue NVD filters cracked.
 - Red filter assembly installed.
 - Fixtures clean, and free of corrosion/deformity/rusted stuffing tubes.
- ❑ Dropline Lights/Bar.
 - _____ of _____ fixtures/lamps operative.
 - _____ of _____ fixtures have the correct type red (par 36) lamps.
 - Fixtures assembled properly.
 - Lamps aligned correctly.
 - _____ of _____ fixture housings corroded/damaged.
 - _____ of _____ fixtures corroded internal components.
 - _____ of _____ fixtures bent/broken/seized/missing lamp retainer winged studs.
 - _____ of _____ fixtures bent/corroded/broken lamp retainer hinges.
 - _____ of _____ fixtures lack lamp/housing gaskets.
 - Fixture lamps clean and free of paint.
- ❑ Emergency Fire Fighting Floodlights.
 - _____ of _____ operative.
 - System operative.
 - Corrosion free.
 - Wiring is not frayed.
 - Mounting brackets are free of corrosion.
 - Properly aimed.
- ❑ Flight Deck Status Lights.
 - Red/amber/green lamps operative.
 - Red/amber/green light filter(s) are free of cracks.
 - Red/amber/green light filter(s) safety wire installed.
 - Deck status light fixture free of dirt/salt debris.
 - Deck status light fixture free of corrosion/deterioration.
 - Deck status light system flash at approximately 90 flashes per minute.
 - Deck status light controls vary light intensity from full blackout to full intensity.
 - Circuit switching arrangement allows for activation of only one light at a time.
- ❑ Helicopter Observation And Surveillance System (HOSS) Camera.
 - Camera operative with good video presentation.
 - Camera zoom function operative.
 - Camera cables/cable supports are not deteriorated.

- Bridge/CIC joystick controls operative.
- Bridge/CIC monitor operative.
- CIC VCR installed and operative.
- Landing Spot Lights.
 - _____ of _____ light fixtures operative.
 - _____ of _____ light fixtures opened for inspection.
 - Free of water/ dirt/debris.
 - Internal components free of damage/corrosion.
 - Rubber gaskets (o-rings) and rubber lens cushions installed.
 - _____ of _____ light fixtures assembled properly.
 - Guard assemblies properly secured.
 - Guard bolts installed properly.
 - Guard bolts correct type (not CRES/hex head).
 - Guard bolt holes are not stripped.
 - Flight deck sealing has not been compromised.
 - Original guard assembly bolts had been sheared off and additional bolt holes had been drilled thru an un-reinforced portion of the light fixture and into the compartment below. (UNSAT)
 - _____ of _____ rubber guard cushions deteriorated.
- Lineup Lights Fwd Extended.
 - _____ of _____ fixtures/lamps operative.
 - System controls vary light intensity from blackout to full intensity.
 - Light system operates in the strobe/steady mode of operation.
 - _____ of _____ fixture windows cracked/missing.
 - _____ of _____ fixture housings corroded/damaged.
 - _____ of _____ fixture covers gasket/screws.
 - _____ of _____ fixtures have corroded internal components.
- Flight Deck Lineup Lights.
 - _____ of _____ fixtures/lamps operative.
 - System controls vary light intensity from blackout to full intensity.
 - Light system operates in the strobe/steady mode.
 - _____ of _____ fixture windows/filters cracked/obscured by paint/missing/not cemented to the fixture base with adhesive/sealant mil-a-46106, type 1, clear.
 - _____ of _____ fixture cover plate assemblies have the wrong type/were missing captive bolts (CRES, hex head).
 - _____ of _____ fixture cover plate assembly captive bolts lack retaining rings.
 - _____ of _____ fixtures lack cover plate assembly gaskets.
- Overhead Floodlights.
 - _____ of _____ operative.
 - Dim function operative.

- ____ of ____ correctly aimed.
 - ____ of ____ pinned.
 - ____ of ____ fixtures corroded/damaged.
 - ____ of ____ support brackets/stanchions corroded/damaged.
 - Wiring free of deterioration/cuts/frays.
- ❑ Red Deck Edge Lights.
- ____ of ____ light fixtures operative.
 - ____ of ____ light fixtures opened for inspection.
 - Free of water, dirt/debris.
 - Internal components installed and free of damage/corrosion/missing.
 - Rubber gaskets (o-rings) and rubber lens cushions installed.
 - ____ of ____ rubber guard cushions free of deterioration.
 - ____ of ____ light fixtures were assembled improperly:
 - Guard assemblies properly secured.
 - Guard bolts were installed correctly.
 - Guard bolts are correct type (not CRES/hex head).
 - Guard boltholes are not stripped.
 - Flight deck sealing has not been compromised.
 - Original guard assembly bolts had been sheared off and additional boltholes had been drilled thru an un-reinforced portion of the light fixture and into the compartment below. (UNSAT)
- ❑ Bow Athwart Ship Lights.
- System operative.
 - ____ of ____ lamps inoperative.
 - Dim from full bright to full blackout.
 - Free of corrosion.
 - Wiring free of frays.
 - Free of missing/stripped out bolts.
 - Free of missing/loose lens covers.
 - Free of missing/damaged lens.
- ❑ Catwalk Emergency Lighting.
- System operative.
 - ____ of ____ lights inoperative.
 - ____ of ____ fixtures deteriorated, broken/rusted shock mounts.
- ❑ Low Pressure Sodium (LPS) Floodlights.
- ____ of ____ LPS floodlights inoperative.
 - ____ of ____ LPS fixtures deteriorated/corroded.
 - Fixture Plexiglas lenses installed, clean and free of cracks.
 - Fixture lens retainer clips free of breaks or corrosion.
 - Fixture reflectors installed and clean.
 - Fixture door assembly gaskets installed and free of deterioration/tears.

- Fixture door assembly hinge clips free of deformation/breaks.
- Fixtures properly aimed and secured.
- Fixture wiring free of deterioration/nicks/cuts/frays.
- Fixture bracket assemblies free of deterioration/corrosion.

- Motor Driven Transformers.
 - Gears lubricated.
 - Correctly mounted.
 - Protective cages installed and free of deterioration.

- Runway Athwart Ship Lights.
 - System inoperative.
 - ____ of ____ inoperative.
 - Dim from full bright to full blackout.
 - Receptacles free of corrosion.
 - Wiring free of fraying.
 - Forward skip plates free of damage.
 - Forward skip plates installed.
 - No stripped bolts.
 - No missing/loose lens covers.
 - No missing/damaged lens.

- Runway Centerline Lights.
 - System operative.
 - ____ of ____ lights inoperative.
 - Dim from full bright to full blackout.
 - Receptacles free of corrosion.
 - Wiring free of fraying.
 - Skip plates free of damage.
 - No missing/stripped bolts.
 - No missing/loose lens covers.
 - No missing/damaged lens.
 - Flash sequencer operative.
 - Ballistic box enclosures and access caps operate freely.

- Runway Edge Lights.
 - System operative.
 - ____ of ____ lights inoperative.
 - Dim from full bright to full blackout.
 - Receptacles free of corrosion.
 - Wiring free of fraying.
 - No missing/stripped bolts.
 - No missing/loose lens covers.
 - No missing/damaged lens.

- ❑ Runway Safe Parking Lights.
 - System operative.
 - ____ of ____ lights inoperative.
 - Dim from full bright to full blackout.
 - Receptacles free of corrosion.
 - Wiring free of fraying.
 - No missing/stripped bolts.
 - No missing/loose lens covers.
 - No missing/damaged lens.

- ❑ Runway Threshold Lights.
 - System operative.
 - ____ of ____ lights inoperative.
 - Dim from full bright to full blackout.
 - Receptacles free of corrosion.
 - Wiring free of fraying.
 - No missing/stripped bolts.
 - No missing/loose lens covers.
 - No missing/damaged lens.

- ❑ Wave-off Lights.
 - The wave-off light system is operative when activated from the:
 - The HCO station master control panel.
 - The HCO station remote control panel.
 - System controls at the master control panel vary light intensity from blackout to full intensity.
 - ____ of ____ wave-off light lamps inoperative.
 - ____ of ____ wave-off light fixtures corroded.
 - ____ of ____ red light filters cracked/lack safety wire/missing.
 - When a wave-off is activated, the system initially flashes at full intensity and then returns to the intensity level set at the master control panel.
 - System junction box assembly located at _____ corroded.
 - System wiring is free of abrasion/nicks/cuts/deterioration.
 - Master/remote control panel illumination operative/lamps installed.
 - Panel illumination lights operative.
 - Panel cover hinges installed and intact.

- c. Inspect all flight deck lights and conduct flight deck lighting demonstration in the dark.

3. Aviation Equipment.

a. AEL deficiencies.

- ❑ Allowance Equipage List (AEL) 2-330075180.
 - AEL available.
 - Complete inventory of equipment.

b. Mk1 Life Preservers.

- ❑ Mk1 Life Vests.
 - Automatic Inflation Assembly (AIA) installed.
 - Sufficient number of life vests onboard.
 - Yellow _____ required, _____ available
 - Blue _____ required, _____ available
 - Red _____ required, _____ available
 - Purple _____ required, _____ available
 - White _____ required, _____ available
 - Vest fabric jackets free of deterioration/tears/dirty/contamination with petroleum products.
 - Sufficient reflective tape coverage installed.
 - Snaps/fasteners were in place and free of crushing.
 - Strobe lights installed and operative.
 - Batteries for strobe lights are current with service life date label installed.
 - Whistles installed.
 - Dye markers installed.
 - Cyalume S.O.S. light stick installed.
 - Bladder assembly's bladders free of twist and distributed fully through the vest.
 - Vests stenciled with the ship's name and hull number and serial number for PMS EGL identification.
- ❑ Mk1 Inflation.
 - Mk1 life vests properly inflate. (Manifold- dual cylinder/ AIA Conax /AIA S-Tron).
 - Torque on manifold retaining nut adequate.
 - Gaskets installed correctly and free of damage.
 - No fabric caught between manifold and bladder.
 - New CO2 cylinder properly installed/fully seated.
 - Bladder is not twisted or holed.
 - Bladder/inflation tube/interface does not leak.

c. Cranial Helmets.

- ❑ Sufficient number of cranial helmets onboard.
 - Yellow _____ required, _____ available

- Blue _____ required, _____ available
- Red _____ required, _____ available
- Purple _____ required, _____ available
- White _____ required, _____ available
- ❑ Free of cracks/chips in front/back shells.
- ❑ Liners are free of deterioration (dry-rot).
- ❑ Reflective tape installed IAW NWP 3-04.1.
- ❑ Velcro pad IAW NWP 3-04.1.
- ❑ Ear pads flexible/soft free of tears and deterioration.
- ❑ Sound suppressor (hearing protection) headband hardware free of corrosion.
- ❑ Goggle lenses installed and free of scratches/cracks.
- ❑ Goggles padding installed and free of deterioration/tears.
- ❑ Goggles installed/attached
- ❑ Clear lenses available for night flight operations.
- ❑ Cranial helmets stenciled with the ship's name and hull number.

d. Signal Wands.

e. TD-1A/B tie-down chains.
Missing/rusted/lack of PMS.

- ❑ Appropriate number of tie-down chains available. (AEL)
 - _____ required, _____ available
- ❑ Tie-down chains free of corrosion.
- ❑ Proper PMS has been conducted on tie-down chains.
- ❑ Operates properly.

f. NWC-4 Aircraft Chock.

- ❑ Appropriate number of chocks available. (AEL)
 - _____ required, _____ available
- ❑ Chocks release pin lanyards are free of fraying and not broken.
- ❑ Proper PMS has been conducted on chocks.
- ❑ Operates properly.

4. Crash & Salvage:

a. Inspect all Crash and Salvage equipment.

- ❑ AEL, General.
 - AELs 2-830024001, 2-830024032, 2-830024048.
 - AELs available.
 - Complete inventory of equipment.
- ❑ Crash/Salvage Crane (Tilley)
 - Sufficient capacity.
 - Remote control box operative.
 - Hook limit switches within tolerance (upper/lower).
 - Floodlights operative.
 - On board/operative.
- ❑ Crash Dollies
 - Sufficient number provided. ____ required, ____ onboard.
 - Free of corrosion.
 - ____ of ____ were operative/usable.
- ❑ Aircraft Slings.
 - ____ of ____ universal slings (40') provided/load certified.
 - ____ of ____ universal slings (50') provided/load certified.
 - Bellyband slings provided/load certified.
 - Aircraft slings for aircraft that are normally embarked provided at the flight deck crash and rescue station.
- ❑ P-25 Firefighting Unit
 - Hoses/fittings/nozzles free of deterioration/deformation
 - Adequate capacity of light/water/PKP/nitrogen
 - Nozzles operative and free of clogs.

b. Crash and Rescue Kit.

Components missing/rusted/neglected.

- ❑ AEL 2-830024048.
- ❑ Crash/Rescue Kit.
 - A designated helo crash & rescue kit with required tools onboard.
 - All required tools shall be installed and serviceable in the crash locker/kit.
- c. Proximity Suits.

Deteriorated, poor handling/storage.

- ❑ AEL, Proximity Suits.
 - Sufficient quantity onboard.
 - Ship's AEL requires _____ complete serviceable sets onboard.
 - _____ serviceable sets on-hand.
 - Suits meet required specifications.
 - Correct manufacturer/no asbestos lining.
 - NFPA certification.
 - Aluminized proximity clothing provided is a multi-piece ensemble: coat, trousers w/liners, & gloves, (one-piece aluminized coveralls are not authorized).
 - Aluminum covering was peeling/worn on _____ of _____ coats. (Replace immediately)
 - Aluminum covering was peeling/worn on _____ of _____ trousers. (Replace immediately)
 - _____ of _____ coats torn. (Replace immediately)
 - _____ of _____ trousers torn. (Replace immediately)
 - _____ pairs of trousers lack suspenders. (Replace immediately)
 - Aluminized gloves provided/proper type (5 finger).
 - Aviator gloves provided.
 - Suits stenciled with hull number on the inside. (Liners and shell)
 - Inspect proximity suit fire boots for the following deficiencies: (Replace immediately if any of the following exist.)
 - Cracks, worn.
 - Incorrect type (not steel toe and shank type).
 - Lack a sufficient quantity serviceable boots.
 - Inspect proximity suit hoods for the following discrepancies: (Replace/correct immediately if any of the following exist)
 - _____ of _____ missing.
 - _____ of _____ hoods lacked helmets. (Helmet must be NFPA compliant).
 - _____ of _____ hood gold reflective face shields missing.
 - _____ of _____ hood gold reflective face shields scratched.
 - _____ of _____ aluminized covering peeled/torn.
 - _____ of _____ spare gold reflective face shields not onboard.
 - Hoods not stenciled on the inside with the ship's hull number.
 - Adequate stowage space provided.

d. Fire Fighting Equipment.

- ❑ AFFF Hose Stations.
 - Wheel stop/deck markings correct.
 - Correct hoses installed at stations.
 - Hoses.
 - Free of corrosion/deterioration.
 - Hydrostatic test dates current and installed.
 - Correct length of hose installed.

- Nozzles.
 - Free of corrosion/deterioration/deformation.
 - Proper vari-nozzle installed.
 - 1 ½“ hose – 125 gpm
 - 2 ½” hose – 250 gpm
- Hand crank installed.
- Spanner wrenches installed.
- Operating instruction placards installed.
- Free of corrosion/deterioration/deformation.
- PMS documentation.
- Operate freely.
- Tensioning knob operates correctly.
- Sound Powered Telephones.
 - Operative.
 - Junction box housing/bracket free of corrosion and damage.
 - Junction box headset connection free of corrosion and deterioration.
 - Protective cap installed and operates properly.
 - Junction box headset installed.
 - Door latch free of damage and operates properly.
 - Control box handset install.
- Saltwater Stations.
 - Free of corrosion/deterioration/deformation.
 - PMS documentation.
 - Fire station inventory installed/clearly visible.
 - Hoses.
 - Free of corrosion/deterioration.
 - Hydrostatic test dates current and installed.
 - Nozzles.
 - Free of corrosion/deterioration/deformation.
- Portable Fire Extinguishers.
 - One 15 lb CO2 and one 18 lb PKP extinguisher for each foam outlet station serving landing.
 - Landing area CO2 extinguishers have permanently fitted 5 ft insulated extension pipes installed.
 - Weather deck extinguishers tags removed. (FOD hazard to aircraft and personnel.)
 - Free of corrosion/deterioration/deformation.